

CLASSIFICATION SECRET

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CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED]

# INFORMATION REPORT

CD NO.

COUNTRY Argentina/Poland/Uruguay/Brazil

DATE DISTR. 7 June 1951

SUBJECT Cargos of the MARYNSKI, BRANT COUNTY, BLANKVANN, SPERO, LONDON BARKER, KEMIO, KURIKKA, BIALYSTOK, HOPERIDGE, CURIE SMILOD.SKA, and GENERAL BEM

NO. OF PAGES 7

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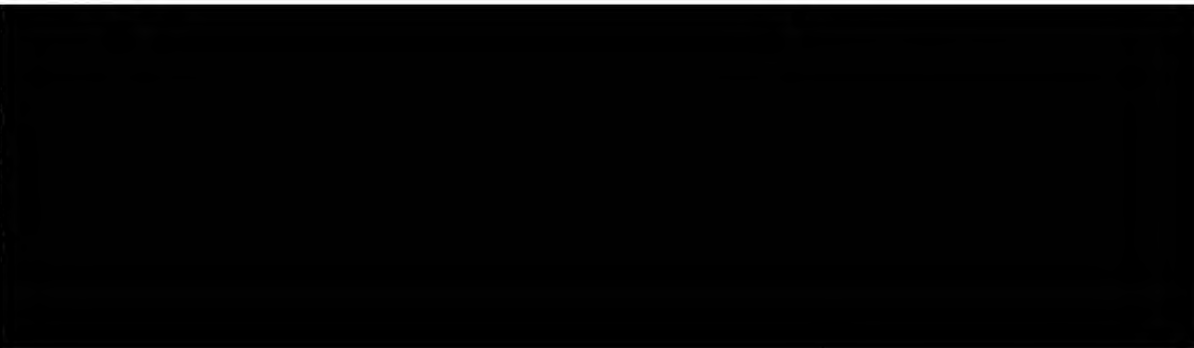
PLACE ACQUIRED [REDACTED]

NO. OF ENCLS. (LISTED BELOW)

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DATE OF INFO. [REDACTED]

SUPPLEMENT TO REPORT NO. [REDACTED]



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1. When the M/S MARYNSKI of the Polish Ocean Lines (POL) sailed from Gdynia, Poland, 16 January 1951, she carried the following cargo to be unloaded at Buenos Aires:

## Gdynia to Buenos Aires

glass samples	1 case	} for Polish Legation, Buenos Aires
books	2 cases	
photograph albums	1 case	
pine wood	850 tons	
arsenic powder	34 tons	
newsprint	34 tons	
polistyrol	3 tons	
mail	15 bags and 2 bales	

## Antwerp to Buenos Aires

iron wire 32 tons

## Santos, Brazil, to Buenos Aires

bananas quantity unknown

2. The MARYNSKI departed Buenos Aires for Rosario, Argentina, 7 April 1951, and left Rosario for Montevideo 13 April, where the following was discharged:

## Antwerp to Montevideo

copper tubing and wire small quantity  
SKODA automobiles 16

In Montevideo from 13 April 1951 to 17 April 1951 no passengers or cargo were taken aboard the MARYNSKI, and, because of the orders of the ship's officers, no individuals other than Uruguayan customs and inspection officers were allowed on the ship. No shore liberty was given to any of the ship's crew or officers.

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3. The WARYNSKI was to carry the following cargo on her return trip:

Buenos Aires to Antwerp

gluten feed 500 tons

Buenos Aires to Gdynia

salted hides 342 tons ✓

Buenos Aires to Czechoslovakia (via Gdynia)

salted hides 20 tons ✓

Rosario to Santos

wheat 2,932 tons

Rosario to Antwerp

beans 300 tons

bones 300 tons

Santos to London

maize 4,700 tons

4. The Norwegian ship M/S BRANT COUNTY, chartered by the POL, arrived at Buenos Aires 23 January 1951 from Gdynia carrying the following cargo:

Gdynia to Buenos Aires

steel bars 46 tons

steel sheets 743 tons

steel fittings 4 tons

iron wire 16 tons

iron sheets 169 tons

iron beams 366 tons

iron bars (round) 80 tons

alum 993 tons

zinc sheets 197 tons

spruce wood 49 tons

oxygen tubes (empty) 44 tons

cotton thread 2 tons

cotton goods 2 tons

tinplate 9 tons

✓ 100 tractors 262 tons

Czechoslovakia to Buenos Aires (via Gdynia)

paper (various types) 218 tons

cardboard 195 tons

iron wire 161 tons

Antwerp to Buenos Aires

machinery and used furniture 2 tons

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Antwerp to Paraguay (via Buenos Aires)

steel tires 17 tons

Santos to Buenos Aires

bananas 52,000 bunches

5. The BRANT COUNTY sailed from Buenos Aires 13 February 1951 for Montevideo, Necochea, Argentina, and Bahia Blanca, Argentina. She carried the following cargo upon departure from Buenos Aires:

Buenos Aires to Necochea

barley 2,971 metric tons  
oats 4,219 metric tons

Buenos Aires to Bahia Blanca

rye 2,000 metric tons  
oats 260 metric tons

6. The Norwegian ship M/S BLANKVANN, chartered by the POL, arrived at Buenos Aires 18 February 1951 from Gdynia, Poland, carrying the following cargo:

Gdynia to Buenos Aires

zinc sheets	74 tons	
steel beams	159 tons	
steel bars	20 tons	
steel sheets	678 tons	
alum	15 tons	
calcium carbide	435 tons	
oxalic acid	22 tons	
cotton goods	2 tons	
personal effects for Mr. Allen, of the British Embassy		
personal effects for Mr. Raul Ricardo Riobo, Argentine Charge d'Affaires in Poland		
glassware samples	2 cases	} for Polish Legation, Buenos Aires
books	1 package	

Gdynia to Paraguay (via Buenos Aires)

radio tubes 1 ton

Czechoslovakia to Buenos Aires (via Gdynia)

cardboard 89 tons  
newsprint 94 tons

Antwerp to Buenos Aires

whiting 4 tons  
iron ingots 906 tons

Santos to Buenos Aires

bananas 1,079 tons

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7. The BLANKVANN was scheduled to leave Buenos Aires about 13 March 1951 for Montevideo, and Santos.\* She was scheduled to carry cargo as follows:

Buenos Aires to Gdynia

<u>Item</u>	<u>Quantity</u>	<u>Shipper</u>
wool	208 tons	Hart S.R.L.
quebracho extract	750 tons	La Forestal Argentina S.A. through the Polish trading firm of Recomin
salted hides	145 tons	Elias Moos S.A.

Buenos Aires to Czechoslovakia (via Gdynia)

<u>Item</u>	<u>Quantity</u>	<u>Shipper</u>
fertilizers	450 tons	Bunge & Born Ltda. S.A.

Buenos Aires to Rotterdam (believed to be actually going to Gdynia)

<u>Item</u>	<u>Quantity</u>	<u>Shipper</u>
salted hides	140 tons	A. J. Hollander Argentina S.R.L.

Montevideo to Antwerp

<u>Item</u>	<u>Quantity</u>	<u>Shipper</u>
sematin pollards	140 tons	not indicated

Montevideo to Gdynia

<u>Item</u>	<u>Quantity</u>	<u>Shipper</u>
salted hides	63 tons	Ketelholm Hnos. S.R.L.

Santos to Antwerp

<u>Item</u>	<u>Quantity</u>	<u>Shipper</u>
maize	5,000 tons	not indicated

Santos to Hamburg

<u>Item</u>	<u>Quantity</u>	<u>Shipper</u>
babassu cake (not definite)	500 tons	not indicated
castor seed (not definite)	200 tons	not indicated

8. The Norwegian ship SS SPERO, chartered by the POL, left Gdynia 19 February 1951 for Antwerp, Rio de Janeiro, Santos, and Buenos Aires, carrying the following cargo:

Gdynia to Buenos Aires

<u>Item</u>	<u>Quantity</u>
arsenic powder	116 tons
naphthalene	10 tons

The SPERO was scheduled to depart Buenos Aires on or about 10 May 1951 for Montevideo, Santos, Casablanca, London, Hamburg, and Gdynia, with the following cargo:

<u>Item</u>	<u>Quantity (metric tons)</u>	<u>Shipper</u>
<u>Rosario to Santos</u>		
bulk wheat	(50) 3,000	Bunge & Born Ltda. S.A.
bulk wheat	1,509	Genaro Garcia Ltda., S.A.
bulk wheat	450	Genaro Garcia Ltda., S.A.
<u>Rosario to Hamburg</u>		
linseed	(53) 1,000	Bunge & Born Ltda., S.A.

Buenos Aires to Casablanca

<u>Item</u>	<u>Quantity</u>	<u>Shipper</u>
sunflower-seed oil	500	Louis Dreyfus Ltda., S.A.
sunflower-seed oil	200	Bunge & Born Ltda., S.A.
sunflower-seed oil	350	Continar S.A.

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<u>Item</u>	<u>Quantity (metric tons)</u>	<u>Shipper</u>
<u>Buenos Aires to Gdynia (via New York and Antwerp)</u>		
2500 salted hides	63	A. J. Hollander S.R.L.
<u>Buenos Aires to Gdynia</u>		
1400 bales of wool	(100) 616	Hart S.R.L.
1 unboxed Cadillac	(100) 3	M. L. Drago
2200 salted hides	(40) 65	Elias Moos S.A.
5000 salted hides	135	Compania Panamericana de Exportacion S.A.
drums of glycerine oil (80)	250	Oleograf

Santos to London

mize 5,000

9. The British S/S LONDON BANKER, chartered by the POL, left Gdynia 23 February 1951 for Buenos Aires, carrying the following cargo:

Gdynia to Buenos Aires

coal 9,422 metric tons

The LONDON BANKER left La Plata, Argentina, for Rotterdam with the following:

La Plata to Rotterdam

grain full cargo

10. The Finnish ship KEMIO, which was reportedly chartered by the Polish ship-brokering and chartering company, POLFRACHT, left Gdynia 27 February 1951 for Buenos Aires, carrying the following cargo:

Gdynia to Buenos Aires

timber 1,975,302 standards

It was later reported that the KEMIO, which left Buenos Aires 5 May 1951 for Rosario, Montevideo, St. Vincent and Rotterdam, was chartered by a firm called "Weiner & Van Waveren" to carry the following:

Buenos Aires and Rosario to Rotterdam

grain full cargo

11. The Finnish ship KURIKKA, also chartered by POLFRACHT, arrived in Buenos Aires from Gdynia 16 April 1951. She was scheduled to carry the following:

Gdynia to Buenos Aires

timber 1,750 standards

The KURIKKA was reported to be planning to load 5,500 tons of grain at Buenos Aires.

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12. The Polish ship S/S BYTOM, of the POL, arrived in Buenos Aires from Gdansk, Poland, 4 March 1951 carrying the following:

Gdansk to Buenos Aires

cement 7,056 tons

The BYTOM departed Buenos Aires 14 March 1951 and departed Rosario 30 March 1951 with the following:

Rosario to Sweden

wheat 2,500 tons  
bran-pollards 3,047 tons

13. The Polish ship S/S BIALYSTOK, of the POL, was reported to have left Rio de Janeiro 20 March 1951 for Santos, where she was to be loaded with the following:

Santos to Buenos Aires

bananas unknown

The BIALYSTOK was scheduled to take on the following in Bahia Blanca, from which port she would depart 12 April 1951:

Bahia Blanca to Poland

heavy grain full cargo Bunge & Born Ltda., S.A.

14. The British ship M/S HOPERIDGE left Gdynia 12 April 1951 for Buenos Aires with the following:

Gdynia to Buenos Aires (via Dakar)

cement 9,140 tons

15. The Polish ship CURIE SKLODOWSKA left Gdynia 10 March 1951 for Antwerp and Santos and was scheduled to arrive Buenos Aires about 19 May carrying the following cargo:

cement 5,000 tons  
chinaware 30 tons  
Diesel motors 31 tons

Gdynia to Santos

machinery 7 tons

Gdynia to Buenos Aires

lumber 218.205 standards (610 tons)  
fiberboard (from Finland) 61 tons  
books for Polish Legation 21 kilos

Antwerp to Rio de Janeiro

general cargo 506 tons

Antwerp to Santos

general cargo 604 tons

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Antwerp to Buenos Aires

calcium carbonate	95 bags (5 tons)
cases of yarn	10 cases (2 tons)

16. The Polish ship GENERAL BEM, which reportedly left Gdynia 14 April for Antwerp, Dakar, Rio de Janeiro, Santos, and Buenos Aires, was reported to be carrying the following cargo:

625 cases sewing machine parts	50 tons
46 cases Diesel motors	26 tons
130 cases; 6 barrels; 2 cartons	
grinding wheels	12 tons
302 cases of glass	200 tons
34 balloons formic acid	2 tons
19 cases electric motors	2 tons
9 cases cotton thread	1 ton

Czechoslovakia to Buenos Aires (from Gdynia)

199 tractors	513 tons
2926 coils wire	212 tons
410 cases; 120 barrels,	
iron chains	65 tons
105 bales paper	15 tons

Gdynia to Buenos Aires for the Polish Legation

2 parcels books	45 kilos
1 case typewriter	40 kilos
2 cases office materials	120 kilos
1 case household articles	110 kilos

Antwerp to Buenos Aires

55 barrels Titanium Dioxide	6 tons
650 bales flax	65 tons

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